



Buffalo, where the Society of Grain Elevator Superintendents will hold its next annual meeting, is literally dotted with grain elevators. However, the vista is always a changing one. In this portion of the Buffalo harbor, a picture taken only 2 years ago, the two elevators in the rear, Evans and Monarch, have since been razed. At right foreground is the Dakota Elevator (1,000,000 bus.) and at left foreground, Connecting Terminal Elevator (1,000,000 bus.). Other Buffalo elevators will be shown in subsequent issues.

Grain

OCTOBER 1950

THE MAGAZINE OF PLANT MANAGEMENT AND OPERATION

PORTABLE PNEUMATIC CONVEYING PLANT



CONVEYS UP TO 165,000 LBS. OF GRAIN PER HOUR — BY AIR
Portable unit for conveying material by air to any location on any level. No shoveling — suction and expeller tube loads and unloads trucks, railroad cars, silos, barges — safely, quickly, completely.

Two outlets: one directly beneath the machine, the other a goose-neck tube with hose connections for conveying to any location on any level.

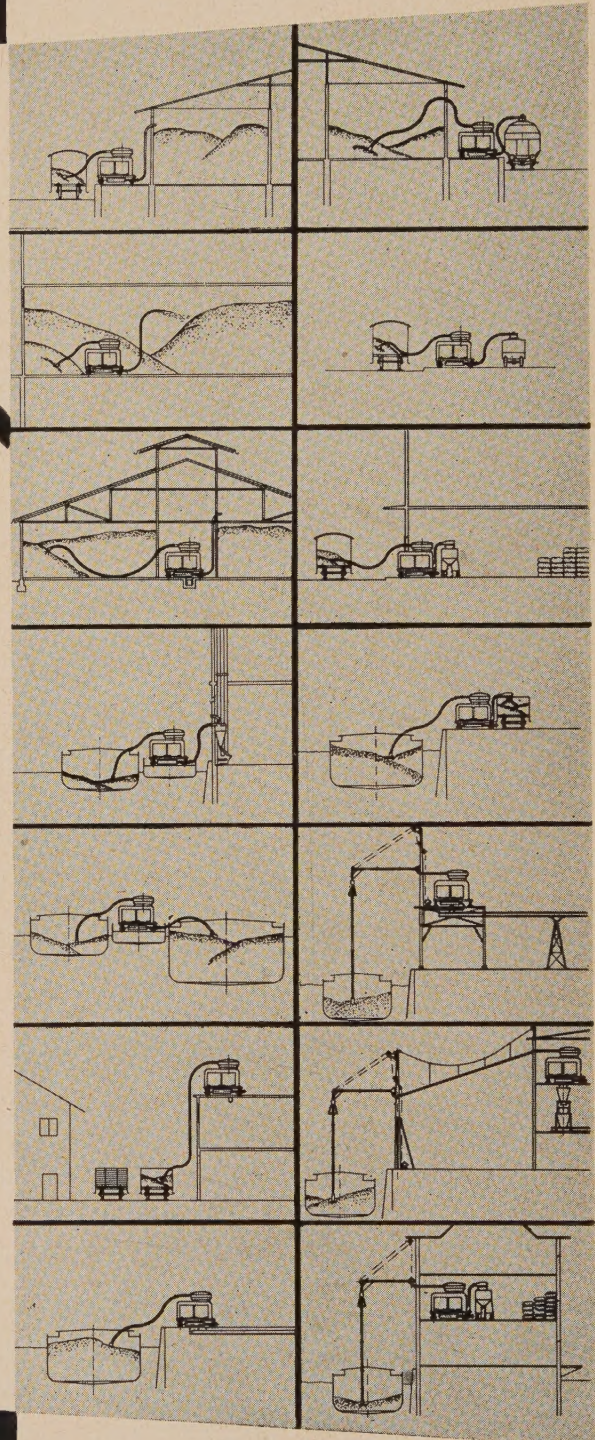
Completely pneumatic handling assures safe, swift, gentle conveying of grain, corn, Soya bean, seed and other granular materials.

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55,000 lbs./hr. " 165,000 lbs./hr. "

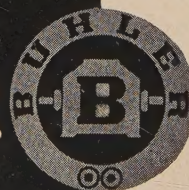
Supplied with gasoline or diesel engine or electric motor.

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- Completely enclosed construction permits trouble-free use indoors and outdoors.
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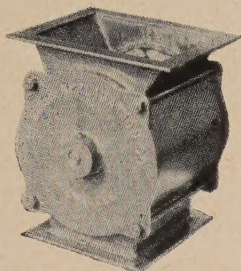


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PHONE 282
GRAND RAPIDS, OHIO
July 5, 1950

H. M. Shanzer Co.
85 Bluxome St.
San Francisco 7, California

Gentlemen:

We are pleased to report, at this time, that we have successfully completed our 1949 grain season; the first season in which we operated our Model 2710 BERICO Grain Drier. From the experience, with our drier, we accumulated some facts and figures which we think will interest you.

We dried a total of 210,000 bushels of shelled corn during the 1949 season, all of which was shipped as No. 2 Grade Shelled Corn, having a maximum moisture content of 15.5%. We made an accurate operation test run on 77,000 bushels of shelled corn which we received with a moisture content of 25%, and which we dried to 15.5%, at a rate of 280 bushels-per-hour, with a fuel (oil) cost of 1¢ per bushel. Our highest warm air temperature used was 160° F.

You may consider us to be one of your satisfied customers, who will readily recommend a Berico Grain Drier, to anyone requiring this type of equipment. We will be glad to furnish additional data and figures on our operations to any interested parties.

Very sincerely yours,

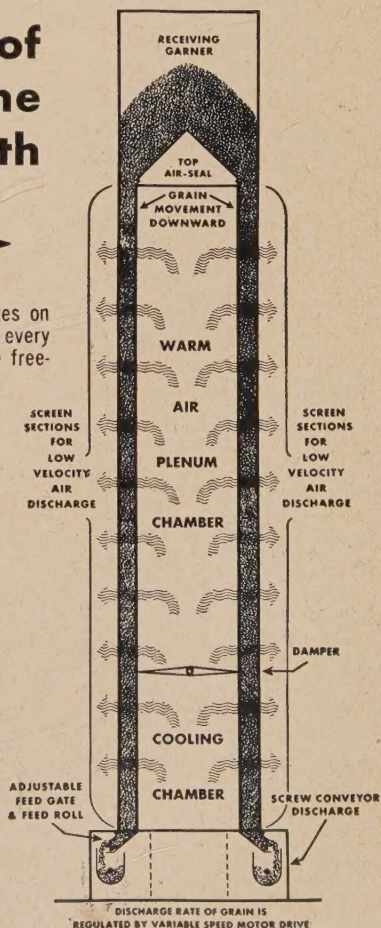
THE GRAND RAPIDS FARMERS GRAIN ASSOCIATION
M. A. Shanzer
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the drying is in the
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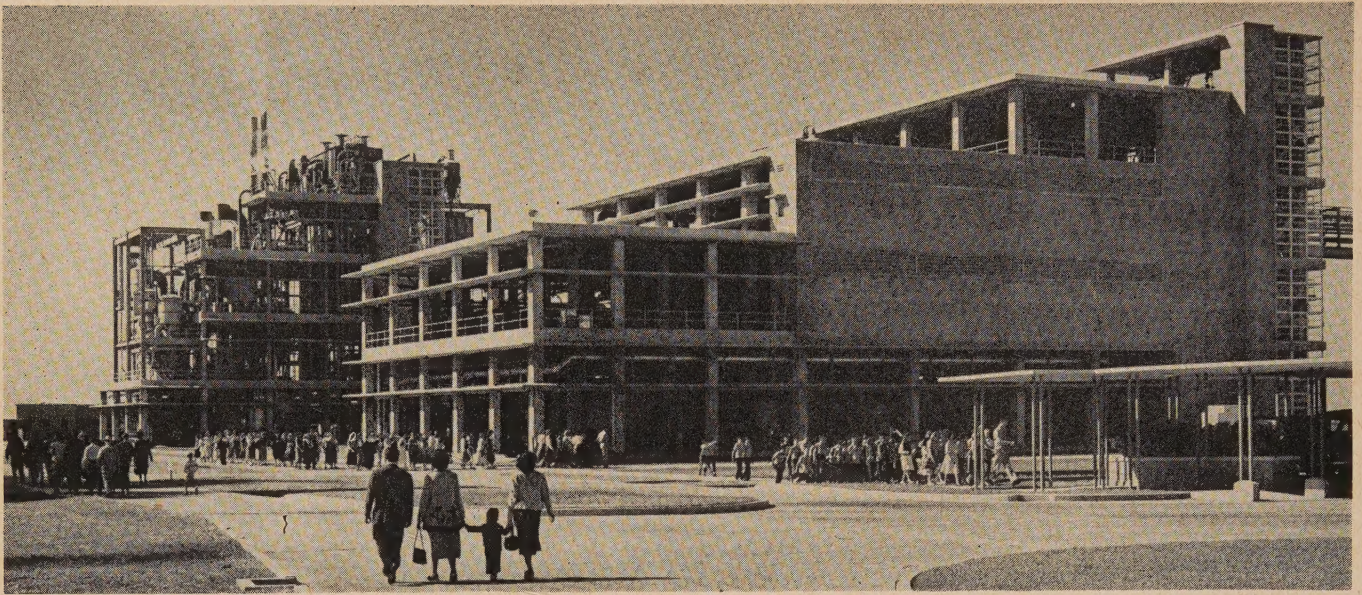


End View Cross Section

H. M. SHANZER CO.

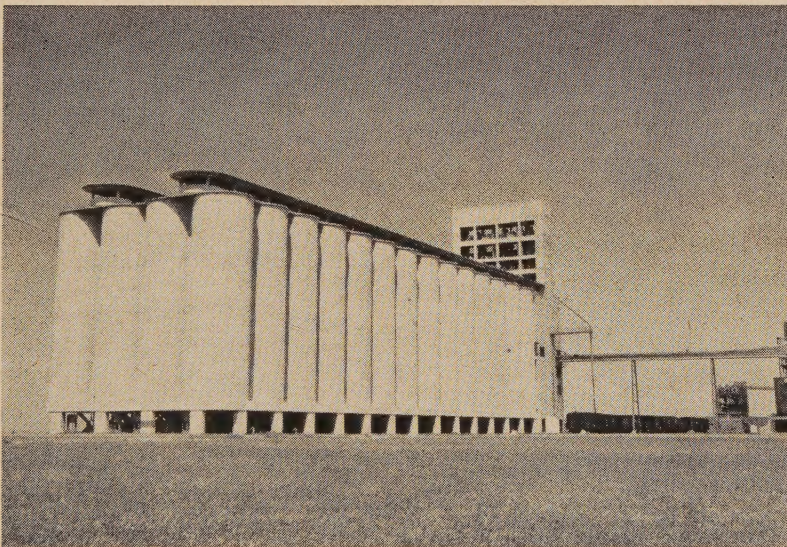
85 BLUXOME STREET • SAN FRANCISCO 7, CALIFORNIA

Designers and Manufacturers of
GRAIN DRIERS • ELEVATORS
CONVEYING MACHINERY



Part of the new Corn Products plant at Corpus Christi, Texas. Note open construction of buildings. In foreground is millhouse. At rear is feedhouse. Groups shown are touring the plant each in charge of competent guide.

Milo Processing Plant In Deep South

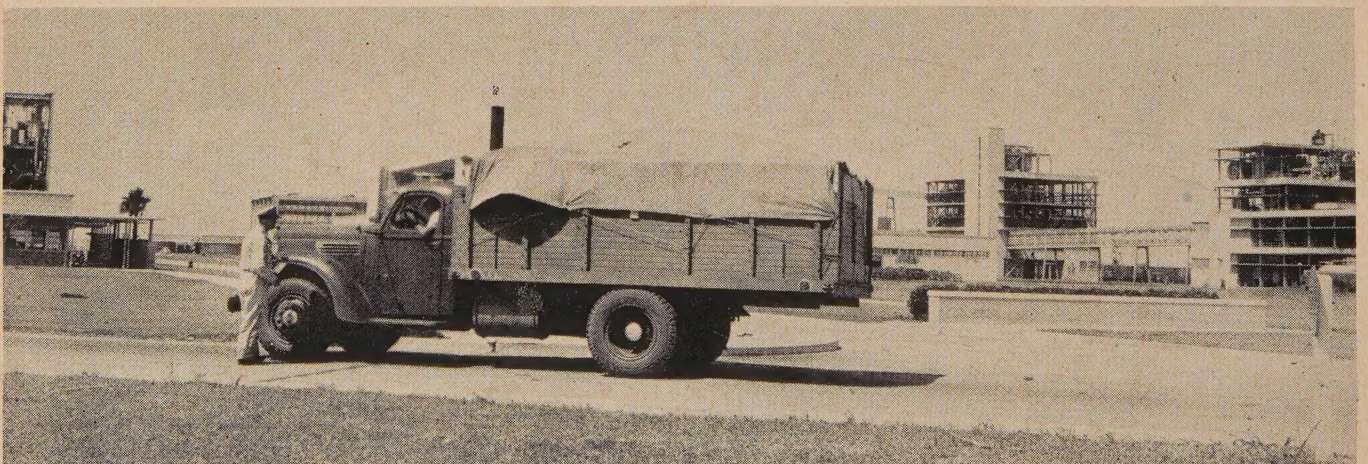


The Bluebonnet elevator has a storage capacity of about 2,150,000 bus. There are 33 concrete tanks each holding 33,000 bus. and 36 interstice bins each containing 6,000 bus.

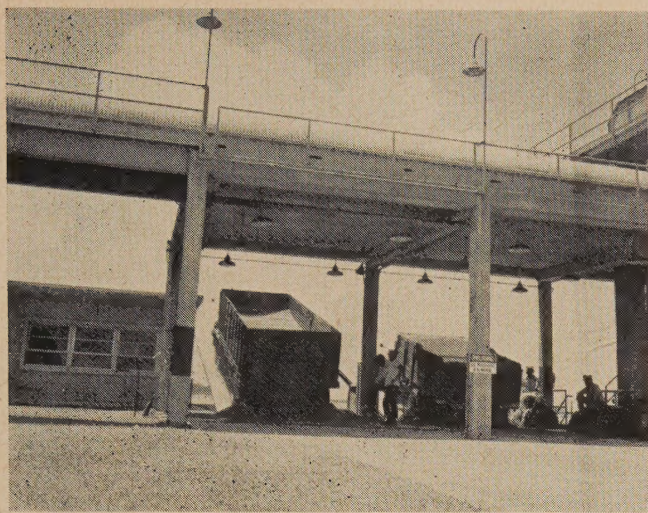
THERE are a number of reasons why the Bluebonnet plant, erected last year by the Corn Products Refining Co., has attracted the attention of interest of the entire grain world. First of all, it is located at Corpus Christi, Texas on the Gulf of Mexico and is probably the most Southerly grain processing plant in the United States.

Furthermore, the climate is so equable—tempered by latitude and Gulf Stream—that the construction of the buildings was quite radically “open face.” It is thoroughly modern as may be gathered from the pictures reproduced here through courtesy of Corn Products.

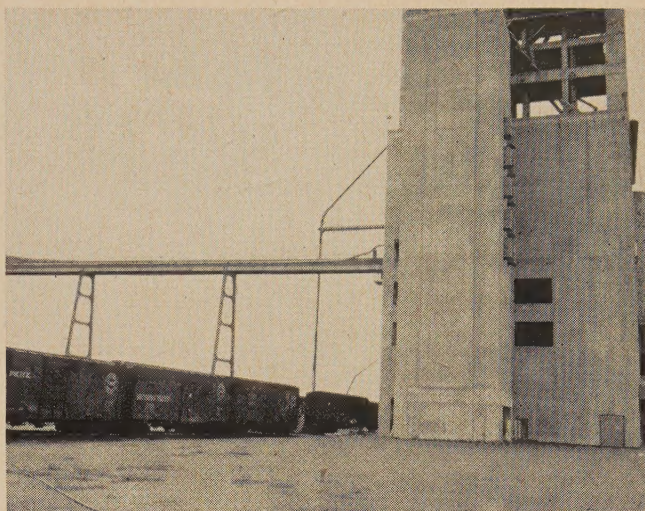
Another feature is that instead of corn, milo maize is processed entirely in the plant. This crop is grown extensively not only in the Coastal section of Texas but throughout the whole Rio Grande Valley. It is almost as profuse now as the famous



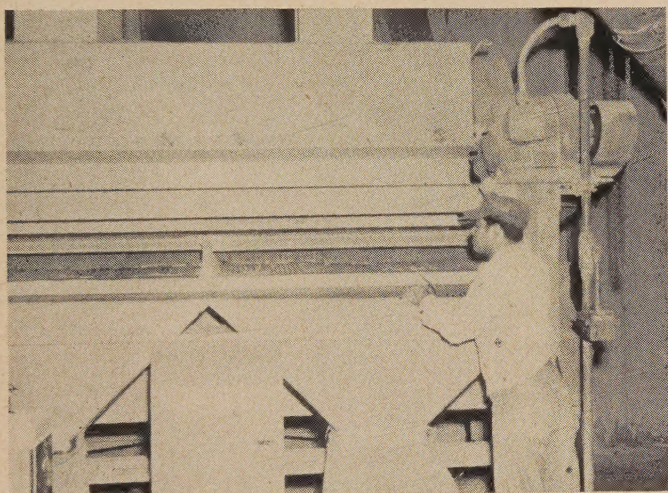
Milo rolls into the plant by truck. First step is numbering the trucks by the guard.



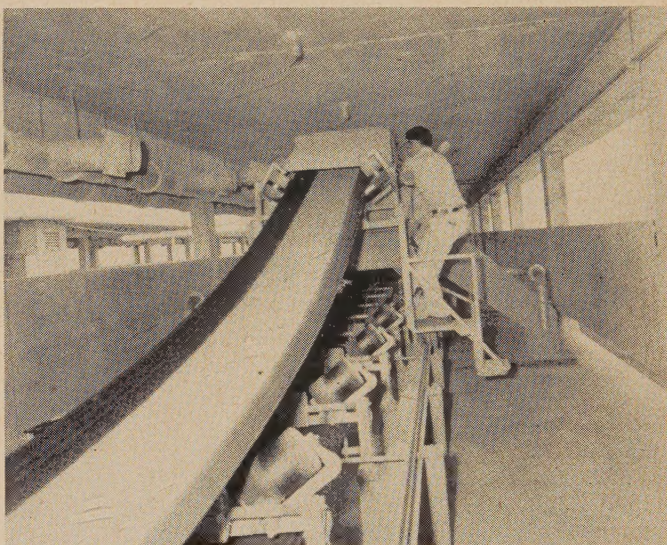
There are usually trucks waiting to be unloaded, especially during harvest season, but the wait isn't long because they can each be unloaded in 5 minutes.



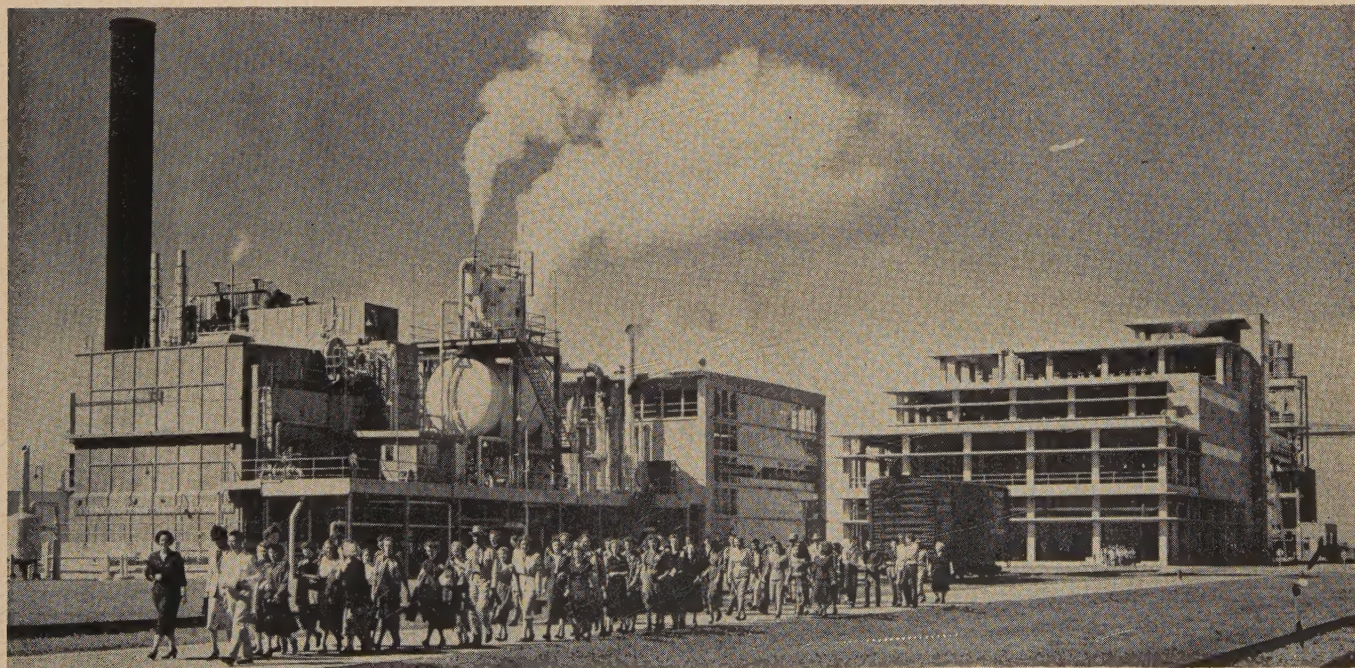
Boxcars filled with milo set alongside elevator. Unloading is done with an Airveyor System.



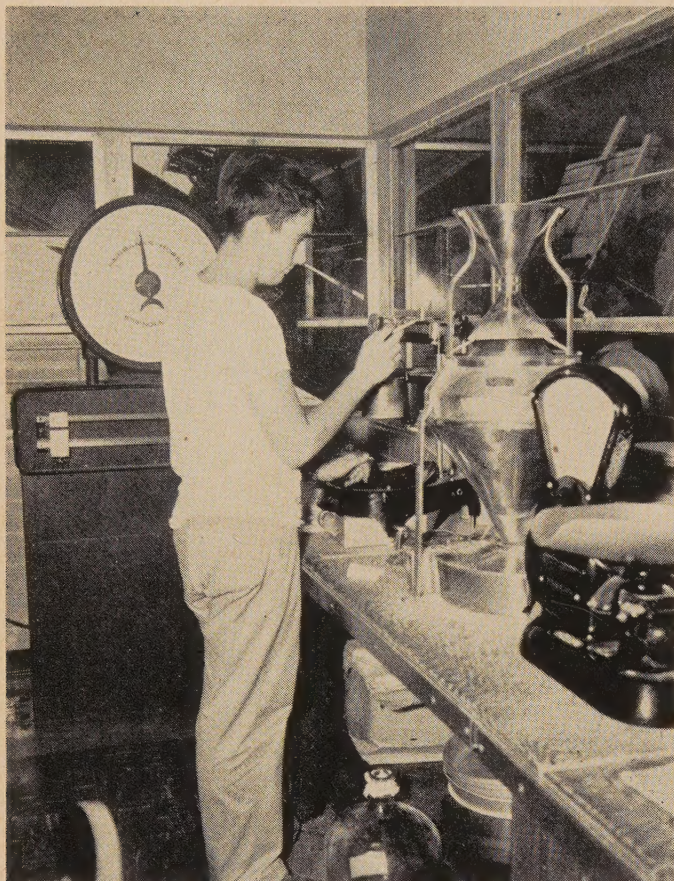
One of three large grain cleaners which handle and clean 50,000 bus. per day.



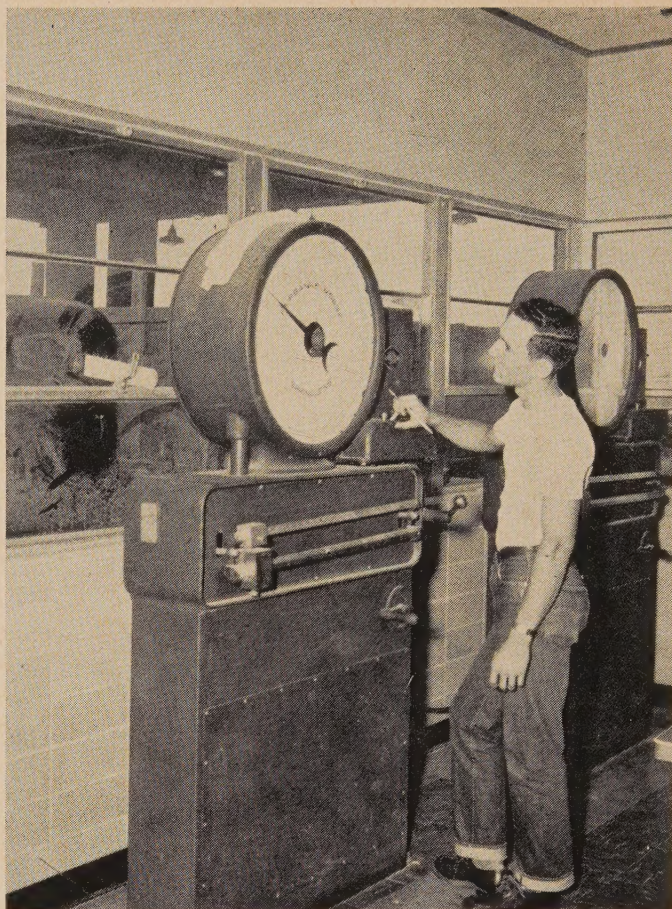
Employee moving grain tripper on conveyor belt in cupola.



Another view of Corn Products-Corpus Christi plant. Power plant is in foreground with millhouse in rear. Guide for visiting party at Open House is third from left in front row.



Billy Wilkins tests a sample of grain from truck for moisture and weight per bushel.



Dewey Pierce weighs a truck load of milo. The truck may be seen through window.

Texas Bluebonnet — the flower which gave the plant its name.

Harvest season of milo started in the early part of June. The first truckload to reach the plant arrived there on June 12. It is estimated that of the approximately 10½ million bu. crop this year, the Bluebonnet plant purchased about 25% of the total.

There has been a steady flow of

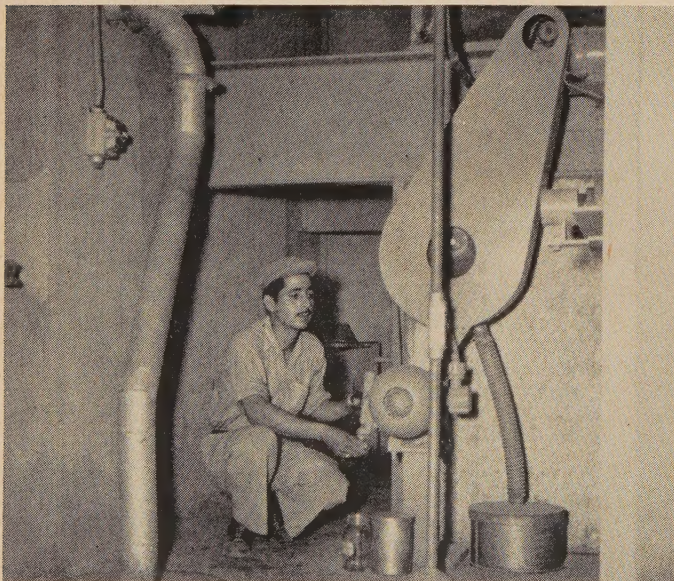
milo into the elevator which has a capacity ample to take care of it.

In contrast to the northern plants of Corn Products Refining Co. the Bluebonnet purchases its grain for the most part directly from the producer instead of through a grain exchange.

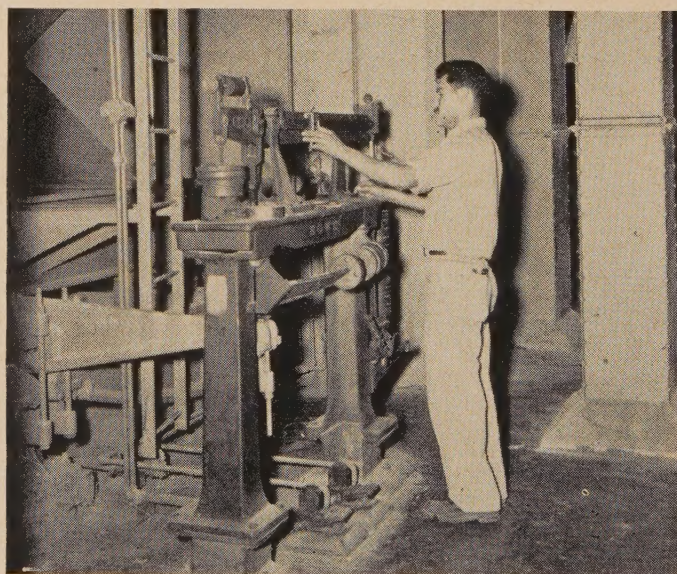
Walter Theis, Bluebonnet grain buyer, starts early in the year getting in touch with farmers and contract-

ing for all or a portion of their milo crop. After the harvest season begins, additional grain is bought directly from the field. This is what is known as "spot purchasing." The buyer's job is by no means complete with the actual purchasing of the grain, however. He follows these purchases through until the contract is fulfilled and payment has been made.

The man who is responsible for



Taking a sample at grain drier cooler discharge to test for moisture.



Weighing a carload of milo on hopper scales.

unloading and processing the grain to the steeps is Carroll Vermillion. During the harvest season his is an around-the-clock job.

Under the present system at Bluebonnet, it is possible, if the suppliers request it, to make payment for truck shipments of grain before the driver leaves the plant. While his truck is being unloaded, a truck scale ticket is being prepared in the grain buyer's office. This ticket bears all the information required by grain accounting to make payment. When the unloading is completed, this ticket is given to the driver who takes it directly to the grain accounting office for payment.

Charlie Kouba, Chicago Accounting Dept., went to Bluebonnet this year for the harvest season to handle

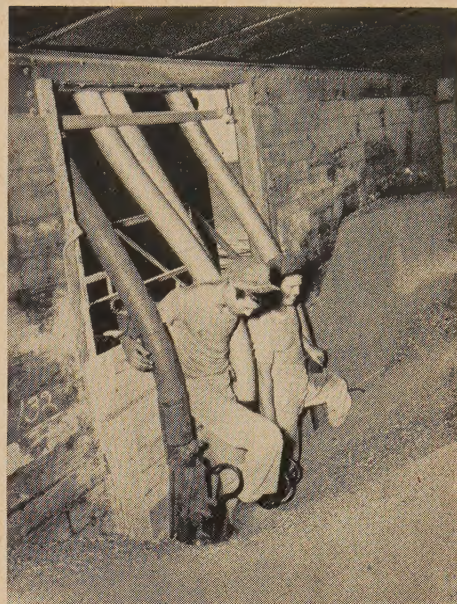
the accounting necessary in connection with grain receipts.

Briefly, here are the steps milo maize goes through before it enters the steeps.

First, the trucks rolling into Bluebonnet are numbered. The guard on duty at the gate performs this job before the truck goes on to the unloading racks. During the harvest season there are usually several trucks waiting their turn at the unloading racks. At the unloading rate of five minutes per truck, there is seldom a long wait for any driver.

The truck is weighed and the weight recorded on a machine located in building 1-C. Samples of the grain are taken from the truck to test for moisture and weight.

After weighing and testing the



These two men unload a car of milo maize in 1 hour by means of Airveyor.



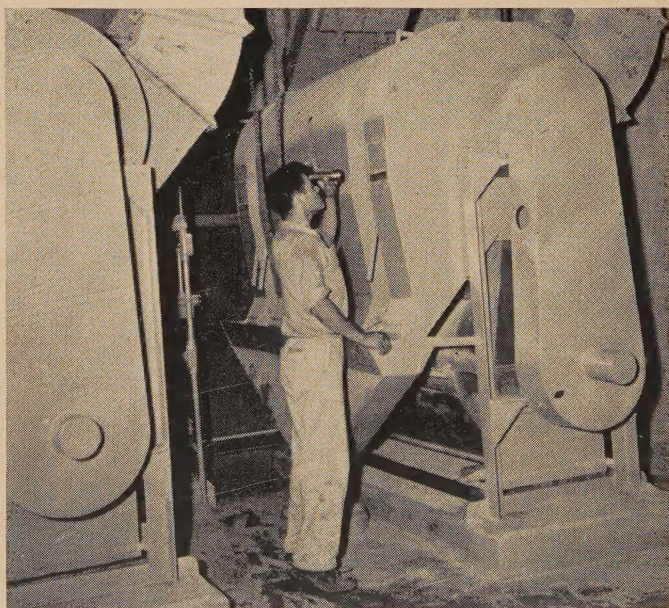
This milo maize is being harvested on a farm only 2½ miles from the Bluebonnet plant.



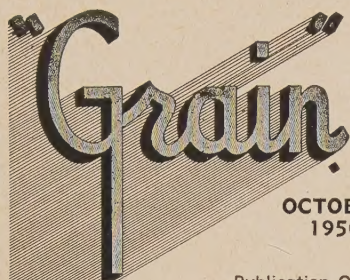
Victor Molina at grain drier discharge regulates flow of grain to secure uniform dryness.



Walter A. Theis, Grain Buyer, keeps a steady finger on the local market pulse.



Using flashlight to make sure grain scourers are doing their job perfectly.



OCTOBER
1950

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trucks are moved forward onto the unloading racks where they are hydraulically raised. As the truck rises the grain shifts to the rear of the truck bed and drops into the dump. From there it is conveyed to the concrete tanks.

Boxcars are unloaded with an Airveyor pump. It sucks the milo out of the car into a bin and from there it goes to the tanks just as the truck hauled grain does. Unloading a boxcar by this method takes two men

approximately an hour's time. Each car load of grain is weighed at the hopper scales after the car is unloaded.

At the three cleaners, each with a 50,000 bu. a day capacity, dust, cracked kernels and foreign material are removed.

The cleaned corn is stored in the grain elevators. At Bluebonnet there are 56 tanks and 36 pockets. Each tank holds 33,000 bus. and each pocket, 6,000 bus.

The Wheat Sanitation Program

By KENNETH E. MONFORE
Of Food and Drug Administration

IT IS not difficult to detect evidence of rat or mouse contamination in wheat since, usually, filth from these vermin is present in the form of excreta pellets. While these can be easily observed in the wheat, it is obvious that such clear identity is lost during the milling process. It then becomes necessary to detect that original filth by laboratory or micro-analytical methods through which we can pick out and identify the hairs of the rodents.

If wheat is contaminated by insect infestation, this is generally, but not necessarily, readily apparent on visual examination which will show the presence of live or dead insects in or among grain. But again, after milling, somewhat involved laboratory techniques are required to locate the evidence of the insect filth. You may or may not have heard of the expression "hidden infestation in wheat" which is not readily apparent on visual examination. One of the purposes of the investigational program now in progress is that of learning more about this so-called "hidden infestation" and to develop a method which is simple and yet accurate and which may be used by anyone in the field.

Present day highly efficient cleaning machinery in flour mills does in fact remove surface infestation, but cannot clean and remove any internal insect infestation which may be present. This therefore makes it important that in our investigation and study the facts concerning hidden damage be thoroughly developed.

In the wheat portion of this program, samples of commercial wheat arriving at about 115 flour mills scattered over the United States will be collected at approximately one-month intervals over a period of one year. A mathematically sound statistical method was used in making the selections of the mills across the nation at which these samples of wheat would be collected. This was to insure a purely objective basis

and to provide for information concerning the condition of wheat received by any type of flour mill throughout the nation for an entire year. The program thus takes into account many variables such as different seasons, different localities, different varieties of wheat, different conditions under which the wheat is handled and stored. Inspectors of the Food and Drug Administration will collect one or two samples of the crude wheat arriving at those mills. The samples so collected also will be promptly examined in the laboratories of the Food and Drug Administration.

Those of you who operate wheat elevators, deal with and handle this important food commodity, should view carefully your own obligations in this matter of sanitation in the handling of wheat. Needless to say, conditions should not be permitted to exist which will allow rats or mice to contaminate wheat. Insect infestation should not be permitted to develop or flourish in operations which are within your control. — *Excerpts from address before Pacific Northwest Grain Dealers Assn. — F. H.*

BRIEF BROADCASTS

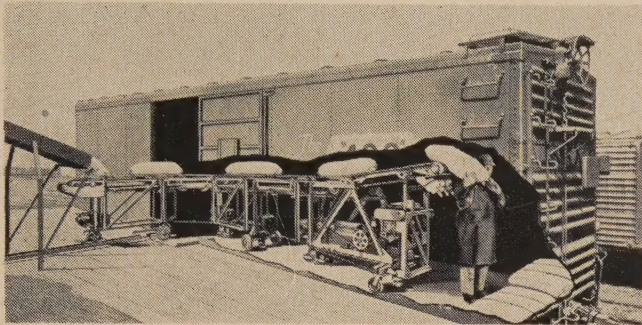
Announcement was made by the Central Kansas Milling Co., Lyons, Kan., of plans to triple the present grain storage capacity of the company. Two rows of concrete storage tanks with a capacity of 200,000 bus. will be erected, making a total capacity of 300,000 bus.

A recent survey by the *Topeka State Journal* discloses that the 11 deactivated air bases and plants in Kansas are being used to store grain. This situation precludes the use of the bases by military forces for about 3 months in some cases.

Recently a United States Senator declared that he was tired of the criticism of hoarders whom he stated

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— BRANCH OFFICE —

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were merely following an old American custom. He added that Administration leaders had no kick coming with their storage of 182 million lbs. of butter, 170 million lbs. of eggs, and 104 million lbs. of cheese.

Effective Sept. 30, one cannot employ a minor (under the age of 18 years) in an occupation requiring that he ride on a manlift.

The Interstate Commerce Commission is expected to announce various restrictions and controls on the use of box cars within the very near future.

The July 31, 1950, inventory report

of the Commodity Credit Corporation shows their wheat holdings totaling 323,111,301 bus. Also shown in the report were 331,733,230 bus. of corn held in storage by CCC.

The Security Milling Co., Abilene, Kansas, recently announced plans for a 300,000-bu. addition to its storage capacity. When completed the new addition will consist of eight large concrete tanks comprising 18 bins and will give Security Milling a total capacity of 700,000 bus.

Canada's 1950 wheat crop, down 54 million bus. from preliminary estimates, is now set at about 490 million bus. The reduction in the

production figures is based on the heavy toll taken by winds, snow, rain and frost.

The C. D. Jennings Grain Co., Hutchinson, Kan., started work on a new 600,000-bu. addition to its terminal elevator. It will give the company 4,270,000 bus. capacity, and will increase total Hutchinson space to 22,670,000 bus.

An agreement is in the making under which the U. S. Dept. of Agriculture will have a big say on any controls instituted for grain storage. This will be included in the President's allocation of control powers.

Industries not commonly associated with the chemical production are now working hard to expand into the business. In the fast growing field of "chemurgy", for instance, are those developing new chemicals from products of the farm, among them being General Mills, Inc., and Corn Products Refining Co.

When a worker at some plants is ready to retire, he can ask and receive a group photo of his particular friends among employees. It reminds him constantly of pleasant associations during working days. The idea was started, it is said, in the Lincoln Mercury plant and is spreading fast.

Alert companies are now surveying their manpower to find out how many they may lose to the Armed Forces, how their wages and salaries stack up against their competitors, and how well buttressed they are in key jobs.

The Agriculture Department is hoping that the expected large harvest of soft corn, which the government does not buy in price support operations, will be picked up for alcohol production by the distillers.

Grain shipments on the Illinois Waterway during August totaled approximately 265,000 tons, an increase of 50,000 tons over August, 1949.

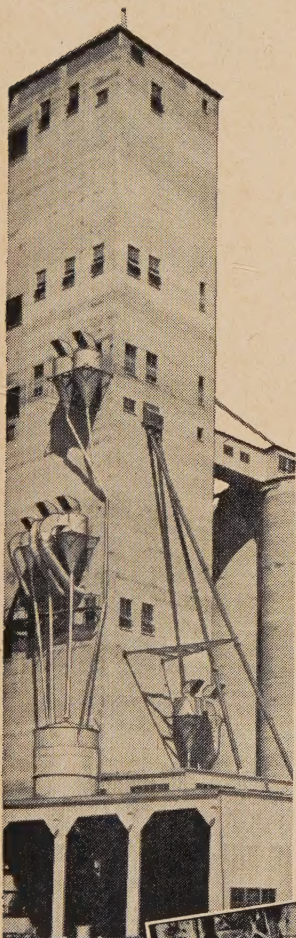
The Quaker Oats Company discloses that there are two new projects in its expansion program. A new furfural plant is being built in Omaha and a new corn meal mill in Chattanooga. Both projects are expected to be finished by next summer.

The railroad freight car shortage has become so acute, that James K. Knudson, Emergency Transportation director has presented an urgent request to the National Production Authority for enough steel to build 10,000 cars a month.

Transportation leaders are grooming the trucking industry to take the transport slack created by the rail car shortage and mounting traffic.

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Effect of 1949 Soybean Grades

By HAZEN P. ENGLISH

In charge of General Field Headquarters Grain Branch, USDA, Chicago

THE official standards of the United States for soybeans were amended effective Sept. 1, 1949. The principal change made in the standards at that time was the abolition of the dockage system and the combination of the previously considered dockage material with foreign material as one factor. Trade sentiment at that time seemed to be preponderantly favorable toward making such a change and the percentage limitations adopted seemed to be a desirable compromise between the various suggestions and the production possibilities.

Less Degrading than Expected

It was our thought then that if soybeans were shipped to terminals in the same condition in which they had been received in previous years, we could expect a higher percentage to be degraded on foreign material than previously. An examination of the information we have gathered does not indicate that this has occurred. For the 1948 crop year 22% of the inspected receipts graded No. 1, 52% No. 2, and 20% No. 3. This was under the dockage system and with a limit also of 1% foreign material in No. 1, 2% in No. 2, and 3% in No. 3.

A study of the receipts from the 1949 crop at six selected important soybean markets indicates that 71% would grade No. 1 with not more than 2% foreign material, and 19% would grade No. 2 with not over 3% foreign material. This total of 90% of the crop falling in the two upper grades on this factor and containing not more than 3% foreign material compares very favorably with 94% which graded No. 3 or better in the previous crop although dockage was assessed on a great many carlots in the previous year.

Foreign Material

A further study of the foreign material figures for the 1949 crop indicates that 32% of the receipts contains 1% or less foreign material. This is approximately one-third of the crop as received at terminals. There is, however, some variation between areas in this respect. At Toledo and Cedar Rapids 50% of the receipts fall in this category with 1% or less foreign material, at Chicago 40% and at Decatur, Ill., 25%. The figures for Decatur, however, do show that 65% of the receipts contain 2% or less foreign material.

The information above regarding the 1949 crop is based on foreign material studies alone. An examina-

tion of further statistics shows that approximately 35% are actually grading No. 1 and 45% No. 2. This would indicate that approximately 10% of the crop as received may be grading below No. 2 on factors such as splits, moisture, etc. This seems to be about a normal amount to be so graded.

Splits

The increases made in the percentage of splits allowed in the numerical

grades below No. 1 have apparently had no noticeable effect on the grading of this crop. This is not ordinarily considered to be a serious deleterious factor unless found to be present in abnormally large amounts in storage.

And we have heard no unfavorable comment from any segment of the industry regarding the present practice of grading as yellow soybeans those green varieties which are yellow colored in cross-sections.

We will continue to welcome your constructive criticism of the standards and your suggestions for their improvement.—Address before the American Soybean Association at Springfield, Ill.



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Weevil-Cide is not a simple mixture of chemical compounds. Its special effectiveness does not depend on formulation alone. Rather, an exclusive processing method links its chief components.

That is why the frequent and plausible competitive claims that other products of similar formulation are "just as good" or "identical with Weevil-Cide" do not hold good. If such claims were true, Weevil-Cide would not be the common standard of comparison. It would be "just another" grain fumigant.



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KANSAS CITY 7, MO.

WARD STANLEY
Kansas City, Mo.



THE PRESIDENT'S CORNER

EARLIER in "The President's Corner" we made an effort to point out differences between real citizens, free and unfraid, and the "gimme" classes that have, in the past 18 years, grown up among us. Also, we pointed to a large segment of our people, the farmers, the danger in the "siren song" of the Brannan Plan coupled with the all too potent idea that it was nothing short of a political trap to buy votes. It was and is nothing more than dangling so-called "prosperity" before their eyes with subsidy payments taken from other segments of our people.

Further efforts were made to point out the morals involved in the question. Nothing was said about the crime of destroying potatoes and the waste in storage of eggs, and similar products. These points were left to the good commonsense of thoughtful people, the thought being that surely

the days of 1934 when the "little pigs went to market" would not be forgotten.

Billions are Peanuts

In a subsequent article the basic principles of Loyalty were set forth. At the time that article was written we were told we were nearer world peace than at any time in five years. By the time it was published we were in a "Police Action" with a call for \$10 billion to finance it.

We hear billions mentioned so often nowadays few comprehend the staggering amounts. If a dollar were laid down for every second of time since William Penn founded Pennsylvania (1682) it would not much exceed one half the \$10 billion.

The American people will and should furnish that amount without cavil — and the much larger amount that will be necessary, whether this

"Police Action" ends in February, 1951, or extends into World War III and ends in 1955 as some of those in authority now predict.

A Citizen's Duty

However, the money needed is the least consideration in the picture. The young men and women of our land who will have their homes broken up, their family ties sundered, their plans for family life disrupted, are faced with the necessity of surrendering for a time at least, all their prospects and going to the defense of their country; going to the rescue of liberty, freedom and justice.

This is the highest duty of citizenship, and to respond to such a call is, in fact, the highest loyalty—real citizens do not shrink from it.

Two Masters Impossible

It was said of old, that no one can serve two masters; that he will hate one and love the other or he will hold to one and despise the other. The verity of this none can deny.

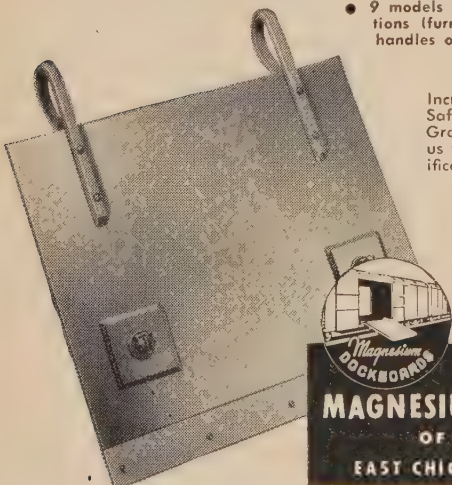
There was a day when to be a Roman citizen was greater than to be a king. Nevertheless, Rome fell, and has come to be "the lone mother of dead empires". It survived as long as the citizens upheld their standards of citizenship and were loyal to their principles.

As innovations came in and were gradually accepted, the standards crumbled and Rome fell into decay,

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leaving nothing of her proud empire, except an example of orderly government for other peoples who followed after her. We adopted many of their principles as they were suited to the conditions and wants of our people.

It was boasted 50 years ago that anyone, in peacetime, could wrap the American flag about him and be safe from violence on any spot on the globe.

In 1837, the greatest of our great pointed out that if this nation ever fell its fall would come from strife and dissension from within and not from violence from without. That statement says in effect that as long as our citizens remain real citizens and loyal to our system of government — loyal to our nation — we need fear no other power in the world, but when we let strife and internal dissension enter into our national life we are weakened, divided and endangered.

Here again comes up the thought that one cannot serve two masters. Our country being a representative republican form of government, it follows that a majority selected by the people are, during their tenure, responsible for the manner in which our public affairs are conducted, and the minority must yield to that order of things. In short, ours is a government ruled by law and not ruled by the whims, caprices or selfish demands of any class or classes. Loyal citizens know this and abide by it.

Perilous Days

We are now in imminent peril. In the past years subversive agents have been permitted to practice their wiles in every part of our national life — even to have active agents planted in many of our higher offices, and in our most secret activities which are developing means for our national defense.

Day by day some of these are being uncovered but pitiable as it is, and true as it is, instead of aiding to uncover and punish them, great effort is put forth to keep the truth from coming out — and it seems to be for no other considerations than political ones!

Many of our skilled and industrial workers are organized into unions. Of this fact, by itself alone, there can be no just complaint. But when these organizations have a loyalty above their loyalty to their country there are ample grounds for complaint. Again comes up the principle that two masters cannot be served.

We have railroad unions of various classifications, coal miners union, automobile workers union, garment makers union, truck drivers union, grain handlers union and many others all organized. We have another organization divided into three general divisions: Air, Land and Sea. Members of this latter organization in some instances are volunteers, but by far the larger number are selected and called to service — and all are

sworn to loyalty and duty. They know and serve one master — their country. Membership in the other organizations or unions is supposed to be voluntary, but in a "closed shop" if one wishes work it is in fact compulsory and the membership in all of these is overwhelmingly American citizens.

When Politics Is War

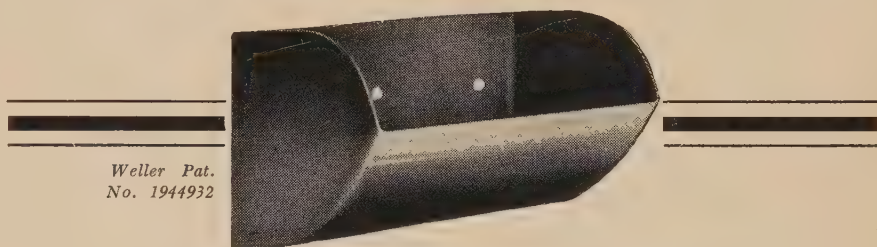
In 1946, Robert Schuman was Minister of Finance in the French Cabinet. He became Premier in 1947. In trying to balance the budget he presented a program and by reason of its approval and adoption reduced national expenses by cutting out

subsidies to industry and discharged 150,000 government employees.

The Communists in France in control of its trade unions called strikes and two million workers walked out! There was no light, no heat — almost no train and bus service, and industrial paralysis was rapidly creeping over France.

Schuman said "This isn't politics — it's war". He asked for power to mobilize 80,000 reserve troops "to protect the liberty of work and the republic". He stated: "The right to strike is guaranteed by the Constitution, but we cannot permit the abuse of this to jeopardize our existence".

All attempts, in the Chamber of



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Confronted with a herculean and unprecedented task of handling vast quantities of grain, it is only natural that elevator operators everywhere center their choice on the world-famed Calumet Cup... for they know that the Calumet is in every respect **equal to the task**. Yes

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Thirty-six Years of Service to the Grain Trade

Deputies, to beat down his plans failed. He was a statesman. He served one master — his country. He did this without looking to the next election whether in November or later.

Who Wins a Strike?

The *New York World Telegram and Sun* resumed publication August 28, 1950, after an eleven week strike. In its first issue of that date it said editorially "It is a truism that nobody wins a strike."

Anyone can see that the employees each lost 11 weeks of wages. Their grocers, clothiers and others lost their normal business for that period of

time. In short both employer and employees suffered economic loss — and their community also shared in that loss.

All disputes, whether strikes or not, if ever settled are settled by conciliation and agreement. Why should not the conciliation and agreement method be used and no strike called? This is a country of laws — not a country ruled by force. Most strikes stem from selfishness, and attempts by both employer and employee to serve two masters at the same time.

Loyalty inheres in the rule as to serving two masters — and the service of a single master is the very heart and soul of loyalty.

We are now at the crossroads. We are in war. Our sons are daily being maimed or dying in Korea. They need more help — more of everything essential to armed conflict. The workers in the industries of America can supply their wants. The boys in battle serve one master — their country. *Striking workers in industry now serve one master — their union.*

Let Your Country Rule

Men and women, industrial workers of America, if you are now or if you are in the future going on strike in obedience to the call of your union, and your suspension of production in any way delays or suspends the supply of materials to our boys now fighting the battles for freedom and justice in the world, you know down in your hearts that you have established your loyalty and selected your master.

If you are now or during this struggle on strike in any industry supplying our present national needs, you cannot with an honest conscience and an honest heart rest in your sleep, without being tormented by the horror of what our courageous sons are now enduring for the protection of our common country without adequate supplies.

Fathers, like myself, who had sons in the recent World War, and whose sons are likely to be called again, have a right to call a spade a spade.

HONOR ROLL

Standing of members who have secured new SOGES members since the last convention. If YOUR name isn't on the list try to put it there by next month.

Lee McGlasson, Seattle	6
John Mack, Buffalo	5
James Auld, Minneapolis	3
E. A. Christie, Cedar Rapids	2
Paul Christensen, Minneapolis	2
Charles Delzell, Kansas City	2
John Kitching, Buffalo	2
R. K. Krebbs, Kansas City	2
Ward Stanley, Kansas City	2
Ralph Yantzi, Kansas City	2
Sid Cole, Chicago	1
Claude Darbe, Kansas City	1
J. W. Dickinson, Chicago	1
Wm. Gassler, Chicago	1
Charles Harbin, Chicago	1
Richard Harfst, Chicago	1
Lewis Inks, Akron, Ohio	1
Henry Onstad, Burlington, Wis.	1
Art Osgood, Minneapolis	1
Russell Paarlberg, Hammond, Ind.	1
E. J. Raether, Minneapolis	1
Felix Schwandner, Champaign, Ill.	1
Wm. Weatherly, Galveston	1
Charles Winters, New Orleans	1

Total 42



Kills

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When you use LARVACIDE, you get control plus! LARVACIDE not only handles granary weevil and rice weevil, but is also deadly to lesser grain borer, saw-toothed grain beetle, flat grain beetle, Mediterranean flour moth and grain mites. Easily applied when receiving or turning, LARVACIDE's kill includes egg life and larvae. There's no explosion or fire hazard, and LARVACIDE's tear-gas warning cuts accident risk.

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Contact and fume sprays with
LASTING KILLING POWER!
Use on bin tops and bin bottoms, when empty.

ON THE SAFETY FRONT

Conducted By
CLARENCE W. TURNING, SOGES Safety Director

SPECIFIC PROBLEMS PERTAINING TO OUR PLANTS AND PERSONNEL

(This subject was the basis for a Chapter in the Study Course, which we prepared several years ago. As there have recently been some articles on GRAIN, that added to the available material, pertaining to this subject, it was thought advisable to attempt to re-write the material, with the suggestions that each of you favor us with your comments on as many of these items as possible. We have recently been called upon to furnish specific data pertaining to safety in grain handling plants, and with your help, we can properly write this up, with a view of including any important points, which do not appear in General Safety Publications.)

THE SOURCE of the following remarks is in data submitted by our own people; from time to time; and pertain to items that seem to be most troublesome, from a Safety standpoint, in our plant:

Conveyor Belts

Conveyor belts are still an accident hazard in our plants. Every safety group (whether a group of supervisors, a plant committee, or an inspection committee) should make a close study of such installations and the working practices around them. Safety authorities have long stated: "No one should step on, or cross a conveyor belt except where proper bridges are provided", yet it appears from reports reaching us, that it is quite common in actual practice to step on the belts while crossing. Your Committee on Dust Explosion Hazards covered this subject in their last report, as follows:

"In the operation of bridges and bin floors it is sometimes necessary for operators to cross these belts when they are down, for different reasons, and there is always some danger involved.

"There is never any reason to go through or skip over a running conveyor belt and anyone found taking such chances will be required to show reason why he should not be dismissed.

"Not everyone is allowed to start machinery, and it will be necessary to have special permission from the Supervisor before any person other

than the regular operator may start equipment.

"When belts have been down, and it becomes necessary to start them and it is not possible to see the entire unit, it will be the practice to start the unit just enough to move it and then wait a few seconds to

permit anyone cleaning in close, to get clear."

Suggested for Inclusion

(How much of the following from National Safety Council material should be included in our summary:

The principal types of conveyors used for moving material are gravity, roller, chute, belt, chain, portable, screw, pneumatic, monorail, and overhead trolley. Of these types, all but the following are used in grain handling, milling and processing plants:

All power driven conveyors should be well guarded with enclosures or railing to prevent workers from being caught on moving parts or injured

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by falling material. Belts, gears, sprocket wheels, pulleys and chains, located less than 7 ft. above the floor or working level should be effectively guarded.

Power driven conveyors should be equipped at numerous and convenient places with devices for stopping the machinery in cases of emergency.

Conveyors running in tunnels and pits should have ample clearance at the side to permit safe repair work and lubrication. Adequate illumination should be provided.

The roller or pulley at the end of a conveyor belt run should be guarded so that the fingers cannot be caught in the nip between the pulley and the belt. If the top of loading hoppers is flush with the floor, suitable rails and toe-boards or hinged floor plates, or grids, should be installed.

The principal danger from the screw conveyor is that of workmen getting their hands or feet caught in the conveyor when they try to dislodge material without turning off the power. All screw conveyor troughs should be completely covered, with covers made in removable sections for inspection and for convenience in dislodging choked material. Sometimes a heavy mesh screen is placed beneath the solid top cover to permit inspection and still guard the screw if the top cover is not in place.

Sign Negligence

It has also been brought to our attention that in some of our plants the men are rather negligent about placing signs on remote control starting equipment when machinery controlled by this equipment is under repair.

The oiler's job is still a dangerous one. In our plants, they all too often

attempt to oil machinery where the space is too limited — without stopping the machinery.

Repairs

The replacement of worn and damaged equipment must be foreseen in advance, especially when one considers the difficulty of securing many vital materials and the necessity for frequent substitutions. The spare parts program must be carefully

planned and maintained to avoid the use of unsafe substitutes in case of unexpected breakdowns. We have all experienced many material handling accidents due to worn-out equipment, over-expanded facilities, and crowded aisles. Let us remedy these conditions as soon as possible.

Skilled mechanics must be available for repair work and construction. Makeshift equipment and repairs should be avoided or corrected in a proper manner as soon as possible. Inform your supervisor at once if emergency repair is needed.

(The Accident Prevention Manual includes the following items on repairs:

"All 'out of order' equipment should be shut down for repairs. Suitable signs should be posted and not removed until repairs are completed.

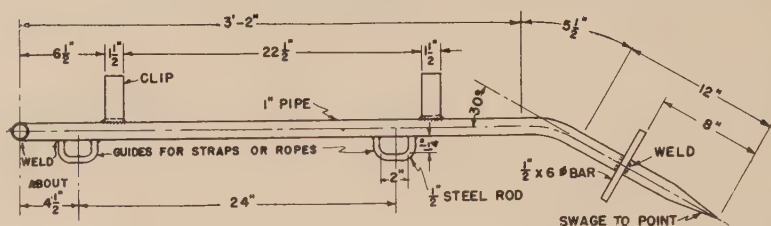
"—Equipment suspended in slings, or supported by hoists or jacks for repairs should be blocked or cribbed before men are permitted to work underneath.

"When repairs are made remote from the source of power on conveyors, cable ways, etc., chains blocking, or other similar devices should be used to prevent injury in case of accidental starting.

"Before starting repairs on electrically powered equipment, the main switch should be locked in the open position. The key to the switch lock should be retained by the repairman."

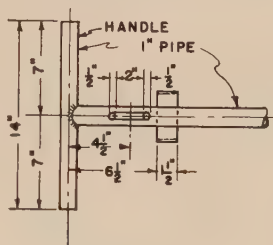
It is suggested that you investigate

FIRE HOSE HOLDER

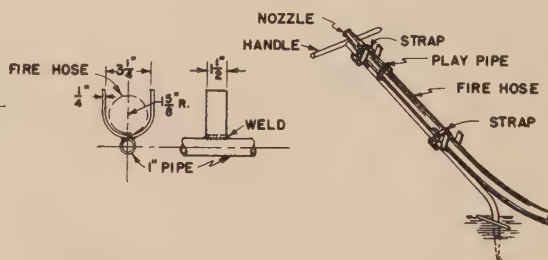


SIDE

With this fire hose holder one man can hold and manipulate a 2 1/2-in. fire hose at 60 pounds or more pressure. Municipal fire departments usually have two men handle the nozzle of 2 1/2-in. hose at this pressure and a third man to manipulate the hose. At one large plant, one man was able to control two hose streams and direct their discharge within a 45 degree angle by moving the hose tool. (National Safety Council)



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safety conditions in connection with your trippers. If you are not satisfied with the present arrangements and methods of crossing over, you may be interested in the following suggestion from one of the members of the SOGES Safety Committee:

Adjusting Trippers

"Place a step on each side of the tripper and a 12" plank on the back of the hood just over the belt, so the men who are resetting them can get from one side to the other without stepping between the belts. The men usually think they are safe because they are holding onto some part of the tripper, and that their legs are long enough to step across; but many are the bumps, bruises, cuts, etc., that occur about the trippers. The men setting them are usually in a hurry and don't take time to go to the bridge to get across to the other side."

Loading and Unloading Cars

Protection of men loading or unloading cars or working on them is of major importance. This protection can best be obtained by establishing definite routines, based on recognized good practices. Recommended features are:

1. Blue metal flags during day light and blue lights at night in the center of the track as a warning to train crews not to move the cars. This precaution should be provided at both ends of the track where they are open.

2. A trainman ahead of the engine to warn work crews before coupling on or moving cars.

3. Coupling operations produce many accidents. One of the most dangerous practices is adjusting couplers with hands or feet just before the cars come together. Adjustments should be made while cars are at a safe distance apart and men required to stay out from between moving cars.

4. In moving cars with car pullers, slack in the line should be taken up slowly before applying full power. When moving cars with any device using cables, men should be instructed to stand well in the clear so as to avoid injuries in case the cable breaks.

Loading and Unloading Vessels

1. Be sure that hatch covers are pushed way back before operations start and that they are kept open until the loading or unloading is completed in any one compartment. Do not allow the vessel crew to handle hatch covers over the heads of any of your men who may be in the hold.

2. Use both hands when ascending or descending ladders. Tools should be lowered and raised from the hold of the vessel with a rope. They should not be carried up or down ladders.

SAFETY CONGRESS

Oct. 16 to 20

Food Section Headquarters
Bungalows—Morrison Hotel
Chicago

3. Too many men on a ladder is obviously dangerous.

4. Do not stand too close to mooring cables when vessel is being shifted along dock.

5. All warning signs and signals should be strictly observed.

6. Do not place obstructions on foot walks or edge of dock.

7. Be sure the hold the boat (as well as the dock) is well lighted for night work.

Entering Storage Bins

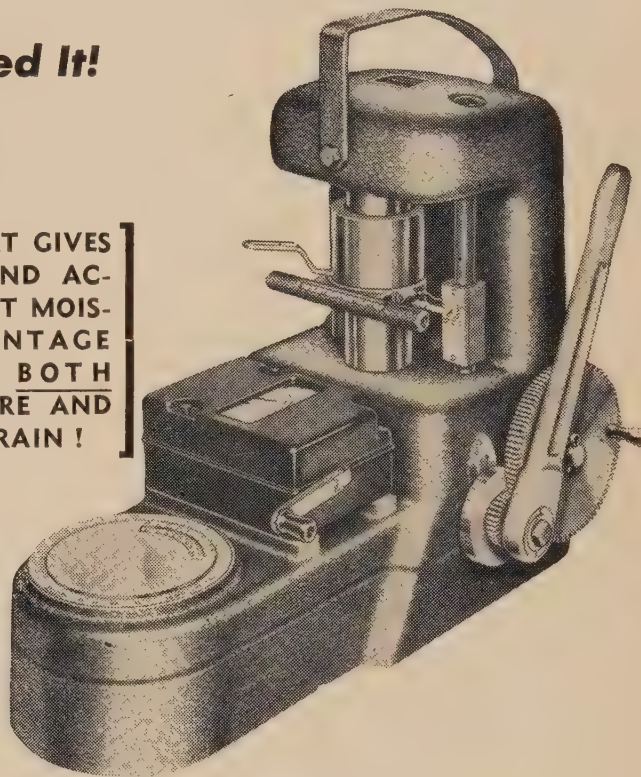
1. When bins are being cleaned from the bottoms there must be a light over the opening at the top. This will prevent setting a tripper and dropping grain on anyone in the bins.

2. Never permit a man to enter a manhole at the bottom of bin until the remaining contents of bin have been examined from above to determine that no material is hanging up.

3. When entering a grain bin from

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IMMEDIATE AND AC-
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READINGS ON BOTH
HIGH MOISTURE AND
KILN DRIED GRAIN !**



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gives **direct** moisture percentage readings on a dial **instantly** on high moisture grain (up to 40%) **and** kiln dried grain.

- Built-in thermometer **AUTOMATICALLY** indicates temperature of sample. No separate temperature tests. Doesn't THAT sound good?
- Checks out closely with the Brown-Duvel and official oven methods.
- Consistently accurate. Gives same reading repeatedly on same sample.
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the top, regardless of how much grain is in the bin, there must be two men together. One will go into the bin using a harness and rope and the other will handle the rope. This is to guard against the possibility of someone starting to pull from a bin which has someone working in it and being unable to escape the downward draw. The use of harness when entering a bin will make it possible to remove a person who might be overcome by bad air without the necessity of another person entering the bin.

4. Never permit a man to enter the top of any bin unless the necessary precautions have been taken to see that the bin has not arched underneath. Supervisors on distributing floor and in shipping tunnels should be informed whenever a man is assigned to work in a bin.

5. Use only approved G-2 floodlights for illuminating the interior of a bin, never use an ordinary extension cord with drop-light hanging in the bin.

6. If a hoist is used, it should be a fool-proof device which is equipped with a dependable brake or other controls, either electrically or manually operated, which would eliminate hazard of a man dropping into a bin other than at controlled speed. A man should never get into a hoist of any kind without first inspecting it thoroughly to see that everything is secure and safe.

7. While grain is being poured into a partially filled bin, no man should be permitted to enter it until it is filled to floor level.

8. Men working in bins should be provided with goggles and dust respirators. It is also advisable to furnish the men with "hard" hats (or helmets).

9. We must not forget that under certain conditions there is a possibility in grain bins, of a concentration of poisonous gas, or a deficiency of oxygen, either of which might result in the death of a man entering such a bin. The practice of an experienced elevator operator is to train his men to engage in continual conversation between the hoist operator and the man who is being lowered, until the operator is assured that the man in the hoist is safe at the bottom of the bin. No man should ever enter a bin for the purpose of treating it, or a bin which has been treated, without wearing a proper type of gas mask.

Respirators

If a respirator is to do the job for which it is chosen, it must be worn properly and kept in good condition. Frequently persons do not know how to wear a respirator, and if it is not clean, it is unpleasant to wear. The wearer should be properly instructed in the use of the device; that the device is cleaned and disinfected regularly, and that it is maintained in first class condition.

The principles on which each device is based, its field of use, and its limitations, as well as the essential parts, should be explained to wearer in terms that he can understand. Detailed instructions (with practice) should be given all persons who are expected to wear such devices. Further, an explanation of the importance of wearing the respirator should be helpful in obtaining more complete co-operation.

Respirators, particularly the face pieces, should be scrubbed daily after use, with lukewarm water and soap.

If a respirator is worn by the same persons, disinfection once a week

probably would be satisfactory in most instances, depending on conditions of use and thoroughness of cleansing with soap and water. A respirator that has been worn once should be disinfected before it is given to another person to wear.

Fire

Most superintendents and foremen are thoroughly familiar with their special fire hazards; and know the need for having a sufficient number of fire extinguishers of the proper type, for the type of fire which might be experienced in a certain department. Our committee recently called attention to the following hazards which should not be overlooked:

The corn drying operation is a place where every care must be taken to prevent fires. Use extreme caution in lighting fire in furnace. One person alone should never attempt to light up a drier furnace.

Enforcing "No smoking" rules in departments where it has been determined that smoking is dangerous.

Keep litter picked up and waste cans emptied daily.

Questions You Might Ask

1. Are the grounds kept free from refuse, dry grass, discarded lumber, inflammable trash?
2. Are grain doors piled at a safe distance from the house?
3. Is the unloading shed clean and free from rubbish?
4. Has all idle and dismantled machinery been removed from the house?
5. Are all employees familiar with the rules as to the use of lighting equipment?
6. Is greasy clothing allowed to accumulate in employees' lockers?
7. Are standard waste disposal cans in daily use?
8. Are competent men on duty on each floor while plant is in active operation?
9. Are rope and belt drives looked over, each time they are started up?
10. Are bearings, clutches, etc., examined daily for excessive heating?
11. Guard against choke-ups. They are likely causes of explosions.
12. Are your men constantly on guard against chokes? Do they know what to do when one occurs?
13. Do the oilers keep bearings and supports free from greasy dirt?
14. Are bearings accessible to oiler while in motion?
15. Are spills cleaned up as soon as possible after they occur?
16. Are screenings sacked promptly?
17. Are floor sweeps in good condition?
18. Are water barrels and fire extinguishers in place and ready for use?
19. Is the fire alarm system OK?

The future is a world limited by ourselves.—Maeterlinck.

Fire and Dust Proof Removable Section

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ELEVATOR CASINGS

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COMPLETE ELEVATING AND CONVEYING SYSTEMS

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THE BARLEY BIN

WHAT'S NEW IN BARLEY?

Part 2

By Dr. John H. Parker

A RECENT ARTICLE "Barley is Good Feed Crop," by Drs. H. L. and R. G. Shands, College of Agriculture, University of Wisconsin, states that "in milk production ground barley is as good as corn, pound for pound, when used for not more than 60% of grain mixture, and is better than oats. For fattening stock, barley is a good feed, though not quite up to corn."

An article on "Barley", by T. E. Stoa, Agronomist, North Dakota Agricultural College, published in the Autumn, 1948, issue of *The Farm Quarterly*, includes a section on barley as a feed. These quotations from the article are of particular interest. "Corn is preferred to barley in the Corn Belt. Farmers in North Dakota recognize that barley, having a higher protein content than corn, does not require as much protein supplement. Pork and bacon from barley-fed hogs are firm and of excellent quality."

Barley vs. Corn as Feed

Dr. F. B. Morrison in his book, "Feeds and Feeding," states that in 24 experiments in which ground barley has been fed as the only or chief grain in direct comparison with corn, the average gains of the barley-fed cattle have equaled those of the corn-fed cattle.

It is considered that as feed for pigs, barley is worth 88% as much as shelled corn. Barley is extensively fed to sheep in the Northern and Western states. Pigs will refuse scabbed barley, which cattle and sheep eat with apparently satisfactory results. Scab-infected barley may retard pigs' growth or cause a siege of diarrhea and vomiting.

Feebar, a feed barley recently distributed to farmers by the South Dakota Agricultural Experiment Station, yields well in South Dakota and averages higher in protein than many other varieties.

There is a good discussion of feed barley in U. S. Dept. of Agriculture Farmers' Bulletin 1732 by H. V. Harlan and G. A. Wiebe. These authors state that barley can be fed to all classes of livestock and is constantly increasing in popularity with dairy farmers. Barley weighing 48 pounds a bushel has almost the same value as corn.

Barley is extensively used as a feed grain in eastern Canada. Dr. E. W. Crampton, Dept. of Animal

Husbandry, MacDonald College, Quebec, has done outstanding research on barley as feed for pigs. Farmers in eastern Canada recognize the value of barley as hog feed and compete with Canadian and U. S. maltsters for much of the barley grown in the Prairie Provinces.

Farmers in semi-arid areas of western Kansas, western Nebraska and eastern Colorado, where corn is not a very safe crop, have long known the value of barley as a feed grain. In fact some of the varieties of barley grown in these areas are commonly called "hog barley."

No Futures Trading in Malting Barley

There is no futures market for malting barley. Futures trading in barley is so "thin" that it offers little protection in "hedging". Several years ago an attempt was made to establish futures trading in malting barley, but without success.

Malting Barley Grades Inadequate

"Malting barley" includes Grades 1, 2 and 3; not more than 5% of 2-Row barley, Trebi, Black or other types unsuitable for malting, not more than 15% thin kernels, not more than 5% skinned and broken kernels, not more than 4% damaged barley; 75% or more "mellow" kernels.

	Test Weight	Sound Barley	Heat Damage
Grade	lbs.	%	%
1	47	95	0.1
2	46	93	0.2
3	43	90	0.5

These grades are good so far as they go, but they do not go far enough to give the information needed by maltsters, brewers and distillers.

The grades give no information on variety, percent of plump (Grade A) kernels, diastase content, protein content, yield of malt extract or other quality factors.

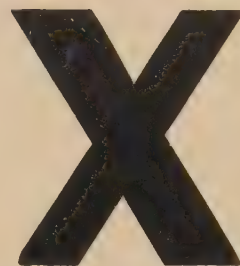
The malting barley market is a "sample market" and is likely to remain so.

Barley Variety Surveys

In 1946-1947, for the first time, barley variety surveys were made in North Dakota, South Dakota, Minnesota and Wisconsin at our suggestion. These surveys were repeated in 1949 and show a significant increase in the percent of total barley acreage in these states, planted in approved varieties of malting barley.

These barley variety surveys are

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helping to put "station buying" of malting barley on an intelligent and accurate basis.

Taxonomy

The science of taxonomy (classification of plants) is now at work in the business of grain marketing. A few men, and only a few, have trained themselves to be experts in the identification of barley varieties by means of kernel characteristics. This advance in technology enables the barley buyers at terminal markets to distinguish samples of feed barley from those of malting barley.

There is need of extending this knowledge of barley kernel characters to local grain elevators, as is being done with hard red winter wheat in Kansas, Oklahoma and Texas, where they have a "Dean of Kernel Pickers", "Professors of Kernel Picking", "Master Kernel Pickers", and "Apprentice Kernel Pickers."

The combination of up-to-date barley variety maps and ability to identify barley varieties by their kernel characters is doing much to put the buying of malting barley on a scientific and accurate basis, giving deserved premiums to individual farmers and stations that produce and market approved varieties of malting barley and enforcing discounts for varieties of feed barley.

On May 9, 1950, the top price of extra fancy mellow malting barley (white pearl) at Minneapolis was \$1.70; of feed barley \$1.15 or a premium of 55c per bushel for malting barley.

Expert Passes Examination On "Blind" Samples

Farmers, grain elevator managers, seedsmen and others interested in the barley improvement program in Polk County and in 31 other counties in Minnesota and North Dakota co-operating in the "Selected Varieties of Malting Barley Program" now have added proof that the barley variety kernel experts "know their stuff."

While we were in Crookston last February, we collected 22 samples of malting barley entered in the Red River Valley Winter Show. These samples were submitted under code numbers to Cameron B. Newell of St. Paul, one of several barley variety kernel experts employed by the Midwest Barley Improvement Association, who have analyzed for varietal purity more than 3,800 samples of seed barley.

When Mr. Newell took his "blind-

DO YOU KNOW THAT
Chicago SOGES Chapter has
132 members?
Minneapolis Chapter 79
members?
Kansas City Chapter 62
members?
Buffalo Chapter 35 mem-
bers?
Central States Chapter 23
members?
Omaha Chapter 15 mem-
bers?
Ft. William Chapter 15
members?

And of course there are
hundreds of Non-Chapter
SOGES members, just waiting
for a Chapter to be organized
in their region. Pacific Coast
Chapter will be next, to be
followed probably by a Cen-
tral Kansas Chapter.

fold test" on these 22 samples he had no information on the variety name as entered by the farmer-exhibitor, or on the farmer's name and address. He had only the entry number of the sample.

Mr. Newell recently reported his "examination" to us. He correctly identified each of the 22 samples. This testifies not only to his ability as an expert on the kernel characteristics of barley varieties, but also to the crops judges at the Red River Valley Winter Show, Ralph Crim and R. S. Dunham of University Farm, St. Paul. The judges awarded no prizes to samples of barley having serious varietal mixture. One sample had a 3% mixture of feed barley, which Mr. Newell's "sharp eyes" identified as the variety, Trebi.

The identification of varieties of threshed samples of barley by their kernel characteristics is not an exact science, but in the hands of a trained and experienced expert such as Mr. Newell and a few other men in the United States and Canada, this method is proving useful in checking samples of seed barley as to trueness to the variety name and as to purity.

This technique is also being used by buyers of malting barley in Minneapolis, Milwaukee, and other terminal markets to identify the variety of barley in carlots and to determine the approximate percentage of mixtures of other varieties in carlot shipments.

With the present price of extra fancy mellow malting barley (white pearl) on the Minneapolis Grain Exchange at a premium for malting barley over feed barley, it is obvious that the science of taxonomy (plant classification) has real value in the market place.

Research on Malting Barley

Less plant breeding work has been done with barley, and particularly with malting barley, than with hybrid corn, wheat, oats and some other crops. This statement is true as to crops research in the U. S. Dept. of Agriculture and State experiment stations in some of the leading barley states.

It is also true that until recently (1945) the malting and brewing industries were not giving tangible support to plant breeding work with barley, except in Wisconsin.

This treatment of malting barley as an "Orphan" Crop is now being corrected. Federal funds were appropriated 2 years ago for the recently completed National Barley and Malt Research Laboratory at Madison, Wis.

More plant breeding work with malting barley is now being done in North Dakota, South Dakota, Minnesota, Michigan and Iowa, than in earlier years. This enlarged research program is supported mostly by federal and state funds.

The Midwest Barley Improvement Assn. maintains a graduate fellowship for barley breeding research at the North Dakota Agricultural College, South Dakota State College and the University of Minnesota. This association is also giving modest grants-in-aid for barley breeding and variety testing at Iowa State College, Michigan State College and the University of Illinois.

There is need of more funds for the barley breeding and variety testing work carried on by the U. S. Dept. of Agriculture, in cooperation with the state agricultural experiment stations. — *Second part of an address made to the Agricultural Council, Chicago Chamber of Commerce and Industry. The first part was printed in our last issue. The third and final installment will appear in an early number.*

GUIDE AGAINST SABOTAGE

How industries may organize protection systems against sabotage and espionage is told in a pamphlet, "Plant Protection Guide," which the

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Chicago Association of Commerce and Industry is distributing, Leverett Lyon, chief executive officer, announced on Sept. 18.

The guide, a 20-page mimeographed document, has been written by Frank V. Martinek, chairman of the plant protection committee of the Chicago Civil Defense Organization. Martinek is assistant vice-president, Standard Oil Co. (Ind.).

Main points discussed in the pamphlet include the organization of a plant control center, elements of sabotage, dealing with suspected espionage, employee identification, protection of plant area, treatment of visitors, and fire safety measures.

"INSIDE KOREA" DESCRIBED BY "SCOTTY"

The Chicago Chapter of SOGES held its first meeting of the 1950-51 season on Monday, Sept. 18, with an attendance of 74. The speaker of the evening was Lincoln Scott of Corn Products Refining Company, and past President of the Chapter.

"Scotty" spoke about his last trip to Japan and Korea. His company sent him to Korea to find out something of the Corn Products plant in Haejo, Korea. The plant is located 100 miles north of the 38th Parallel, and as "Scotty" was given no assurance that he would be allowed to return to South Korea once he crossed the Parallel, he was unable to make a close hand investigation.

He showed movies of the processing plant which were taken 20 years ago, and up to his last trip to Korea in 1949.

He took a plane from Chicago on Jan. 13, arriving in Tokyo via Pan American on January 15th, stopped at San Francisco, Honolulu, Wake Island, and reached Tokyo 47 hours after leaving Chicago.

Industrial business of Japan has improved under the occupied forces. Big industry is textile and small machinery. Japan was destitute for food after the war and the occupied forces grew that which gave largest yield, namely potatoes. Today Japan is flooded with potatoes and well-supplied with rice.

The Corn Products plant in North Korea is 20 to 30 miles inland, with a tide of 8 ft. at that point in rainy season. Korea is 4283 years old and has never been divided until recently.

It costs 1000 yen to get into Japan, \$10 in gold to get into Korea, and \$10 in gold to get out of Korea.

Hydro-electric plants for the country are operated out of North Korea. In March, 1949, the North Koreans turned off the power in South Korea.

U. S. dollar is worth 320 yen in Japan. 120 miles across the Peninsula the dollar is worth 801 yen,

IDEAS WANTED

The Annual Convention of SOGES will be held at Buffalo next April. That isn't so far away as you may think. Work is being done now on program and general arrangements. Send in your ideas NOW — especially for speakers and topics you'd like to see discussed. Let's make this a notable convention!

and in the black market the rate is 3000 yen to the dollar.

The North Korean army is probably getting supplies from the industrial area around the city of Muktan, South Manchuria, 150 miles north of Korean border.

Corn Products in Korea never had trouble with insects until a shipment came from Java. Since then they have had weevil trouble, and never were able to eliminate them entirely. There's very little rodent trouble.

The plant originally ground sorghum because it was plentiful. Prices went so high they used corn. Highest price ever received for corn in Korea was \$1.25 per bu. There was no grading of the corn, they took it as it came and even paid for stone.

FROEDTERT WILL BUY WESCHLER MALT FIRM

Froedtert Grain & Malting Company, Inc., Milwaukee, has entered into a purchase agreement for the acquisition of all the outstanding capital stock of Daniel D. Weschler &

Sons, Inc., Milwaukee malting company, according to an announcement made today by Kurtis R. Froedtert, president and chairman of the Froedtert company.

Upon consummation of the purchase agreement the Weschler company, an old established Milwaukee concern, will be liquidated and its assets will become wholly owned by the Froedtert company.

While the financial consideration involved in the transaction cannot now be revealed, it is understood that the Weschler company's assets have a value of approximately 2 million dollars.

Acquisition of the Weschler company will add approximately 2½ million bus. annual capacity to the Froedtert facilities. The plant is located in close proximity to the Froedtert plants in Milwaukee.

MAAS TO SHOW FILM ON COAST

Russell B. Maas, President, Screw Conveyor Corporation, Hammond, Ind. is on a trip to the Pacific Coast, where he will attend several local millers' meetings and also the organization meeting of SOGES Pacific Coast Chapter in Seattle on Oct. 13. With him is the new slide film "Yours To Command" put out by the Conveyor Equipment Manufacturers Assn. He plans to show this at several of the meetings. He writes us:

"We'll be pleased to show this film at any SOGES Chapter meeting after Nov. 1. Remember, this is not a Screw Conveyor Corporation film but has been made up as a cooperative effort by all conveyor manufacturers of the CEMA.

"The 24-minute film depicts the role mechanical handling has played

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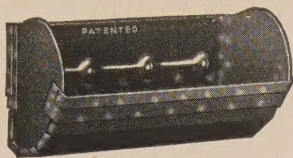
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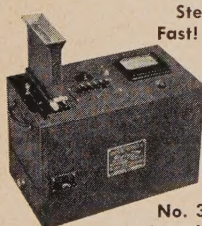
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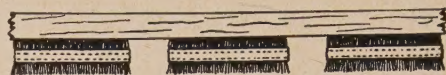


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vals unless the place of the meetings
are very convenient to Chicago or
located near to each other."

**KENNEDY SPEAKS
AT MINNEAPOLIS
CHAPTER MEETING**

The first meeting of Minneapolis
SOGES Chapter in the Fall season
was held at Freddie's Cafe on the
evening of Oct. 3. It was well at-
tended. Ron Kennedy, Secretary of
the Minneapolis Grain Exchange was
the guest speaker, his topic being
"Government in the Grain Business."

SOCIAL SECURITY CHANGES

The revised Social Security Act be-
came effective with its recent signing
by the President. Here, in brief, are
the important provisions:

The tax rate remains at the present
1½% on both employer and em-
ployee until Jan. 1, 1954.

The maximum taxable earnings of
employees is increased from \$3000 to
\$3600 per year effective Jan. 1, 1951.
This results in a total maximum
yearly tax of \$54 on the employee (to
be deducted from wages each payroll
period) and \$54 on the employer (to
be matched with employee deductions
each quarter).

Tax remains at 1½% until 1954.
Tax from 1954 to 1960 is 2%. Tax
from 1960 to 1965 is 2¼%. Tax
from 1965 to 1970 is 2½%. Tax from
1970 on is 3¼%.

Beginning Mar. 15, 1952, a special
tax on self-employed persons will go
into effect. Tax will be 2¼% on
first \$3600 earned in a year to be
collected via regular income tax re-
turns.

OUT-OF-TOWN VISITORS

Victor Reid, Reid-Strutt Co., Port-
land, Ore.

Ira Willis, Superior Separator Co.,
Hopkins, Minn.

Lawrence Brett, Innis & Speiden &
Co., New York.

James Auld, Hales & Hunter Co.,
Minneapolis.

STALEY FINISHES NEW UNIT

Completion during early September
of its new \$5 million soybean solvent
extraction unit, added to present
processing facilities, gives the A. E.
Staley Mfg. Co., Decatur, Ill. more
soybean capacity than any other plant
in the world, it is claimed. The new
unit has a capacity of 800 tons daily.

IMPERIAL BELTING CHANGES

Fred H. Adams has succeeded Gor-
don Brown with the Imperial Belting
Co., Chicago. Mr. Brown has become
connected with Ampco Metals Co.,
Milwaukee.

AULD'S SON RE-DRAFTED

John Auld, son of Jim Auld, the
SOGES Minneapolis Chapter's peren-
nial secretary, after serving all through
World War II, has been drafted again
for service in the present Korean
emergency.

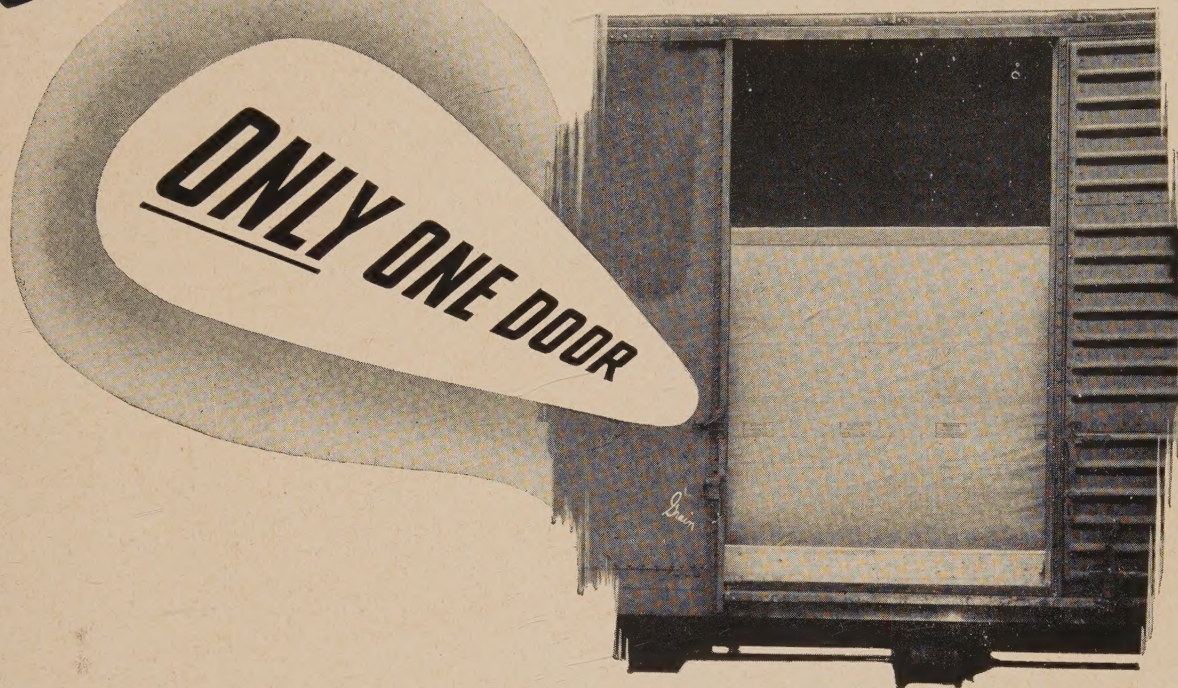
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